1:Stanford U. S-4, 5 1956 AF1.6 SW China
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499 cadres were charged with stealing ¥1,000
661 million ($40,000).[7]

Many bridges collapsed and had to be rebuilt because material of poor quality had been used.[8] Some Communists cadres could not be trusted to inspect the quality of work done, and others were willing to approve poor work if the contractors paid them a bonus or offered bribes.[9]

• 497 In July 1952 the Chengtu-Chungking Railway was open to traffic.[10] This railroad, which runs through the richest farmlands of Szechwan, brought new economic prosperity to the province. With the low-cost transportation, the region can sell rice, sugar, salt, and coal in many markets. Principal native products (hemp, vegetable oil, tobacco, and herb medicine) of Western Szechwan are shipped in large quantities from Chengtu to Chungking by rail and thence down the Yangtze River to Central-South and East China.[11]

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7. Hsin-hua Jih-pao [New China Daily], Chungking, Feb. 22, 1952.
8. Ibid.
9. Ibid.
10. China Weekly, Hong Kong, July 11, 1955.
11. People's China, Peking, Foreign Languages Press, July 16, 1953, p. 29.

497 During the first year of operation, over 1,200,000 tons of freight and nearly 2,500,000 passengers were shipped by way of the Chengtu-Chungking Railway.[12] The business turnover of Chengtu, the capital of Szechwan, was 12 per cent higher in May 1952 than in May of the preceding year.[13] An express train from Chungking to Chengtu took 16 hours in July 1953, five hours less than in 1952. Freight tonnage increased by 277.4 per cent and the number of passengers by 118.7 per cent in less than a year.[14] The Communists estimated that over 33 per cent more freight would be carried by the Chengtu-Chungking Railway in 1955 than in 1952 according to one report.[15]

499 Another important railway (the Pao-chi--Chengtu Railway) to link the Southwest with the Northwest is now (1956) under construction. Construction began on July 1, 1953, and the entire line is to be completed in August 1957, the last year of the first Five-Year Plan.[16]

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12. Ibid.
13. Ibid.
14. Ibid.
15. New China News Agency, Chungking, June 20, 1955.
16. People's Handbook, Tientsin, Ta-kung pao, 1955, p. 525.

1:Stanford U. S-4, 5 1956 AF16 SW China AF10
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499 The Chinese Nationalist Government began to build the Yunnan-Burma Railway in the spring of 1941 under an agreement between China, the United States, and Great Britain. In 1942, following the occupation of Rangoon by the Japanese, the work was stop. Only the short section between Kunming and An-ning (35 kilometers (22 mi.)) and about 50 per cent of the earth and stone work of the 550-kilometer section between Wu-chia-chai and Hsiang-yün had been completed.[31]

498 There are two large railway plants in Southwest China -- the Chungking Railway Plant and the Kunming Railway Plant. They are not as well-equipped as those in Central-South, East, and North China, where freight and passenger cars and locomotives have been manufactured.[32]

497 The railroads in Communist China are managed in accordance with the "advanced experience" of Soviet Russia. The most

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31. Chin Shih-hsüan, T'ieh-lu Yü K'ang-chen Chi Chien-she [Railways and War and Reconstruction], Shanghai, Commercial Press, 1947, pp. 107-108.

32. Chinese Communist Problems, Hong Kong, Freedom Press, Series No. 1, 1954, pp. 75-76.

497 important measures adopted by Communist China are as follows:

A. The "Economic Calculation System"

Stocks of supplies in each of the railway administration's warehouses are checked in order to determine the amount of working capital needed. The next step is to determine the cost of material resources and manpower; the amount of work required for a particular job must be calcualted carefully in order to determine whether each worker has enough to keep him busy eight hours a day.[33] The economical use of material is another important part of this system. To save on coal, the Chinese Communists have adopted Soviet Russia's "One-two-three" method -- for every "one" kilometer a locomotive runs, coal is added "two times, "three shovelfuls at a time. Anti-rust preservative is used in

33. People's Daily, Peking, Dec. 16, 1952.

1:Stanford U. S-4, 5 1956 AF16 SW China
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497 the boiler to soften the water, dissolve the dirt, and prevent rust.[34] The quota system is intended to prevent excessive use of materials. But in actual practice, this problem has not been solved. For instance, the amount of material required for any job will depend upon a number of factors -- such as the quality of the material, the skill of the workers, and the detailed specifications for any particular job. Therefore, a quota cannot very well be fixed in advance.

B. The Full Carload Movement

Because of a shortage of locomotives and rolling stock, the Communist government is enforcing the "Full-carload Movement" in all regions. The so-called "Yang Mao-lin loading method" is considered the model.[35]

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34. This method is considered out of date in the Western nations. In Western nations, super-heater has been adopted. A saving of about 15 per cent resulted. Experiments with eight-wheeled freight locomotives also resulted in a saving of 25 per cent in fuel consumption. See Chao Yung-seen, Railways in Communist China, Hong Kong, Union Research Institute, 1955, pp. 51-52.

35. Yang Mao-lin was originally a head weigher in the railway station at Harbin.

1:Stanford U. S-4, 5 1956 AF16 SW China
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497 Cargo is divided into various classes according to the shape and the nature of the content; markers are pinned on the packages. Workers are supplied with lists showing the loading order, and they load the marked packages into the freight cars which bear the same marked flag shown on the packages. This is also called the "matching-flag loading method."[36]

C. The Over-Haulage Movement

The overhaulage system was first devised by Cheng Hsi-k'un, an engine drive who had practiced this method as early as 1949 in order to haul 60 tons more than official capacity. When an overloaded train approached an upgrade, Cheng accelerated the locomotive and sprayed sand on the rails. To stop an overloaded train speed was reduced long beforehand and brakes applied twice.[37] Cheng's method proved so efficient that it was adopted to carry military supplies to North Korea.

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36. Jen-min Jih-pao [People's Daily], Peking, May 27, 1952.

37. Chieh-fang Jih-pao [Liberation Daily], Shanghai, July 6, 1952.

•497 At the beginning of the present regime, the Communists encouraged locomotive engineers to make utmost use of their rolling stock. Each loaded train was expected to cover 500 kilometers (312 mi.) every 24 hours. In order to achieve this objective, it was necessary to increase speed and shorten the time lost in car-switching, checking and assembling at stations, and loading and unloading at terminals. The so-called "li Hsi-kuei Train Switching Method" and the "Sun Feng-chi Simultaneous Checking and Repairing Method" were established on all national railways.[38]

D. The Planned Transport

The basic principle of "planned transport" is to make use of all available railway facilities to transport cargoes and to reduce "empty hauls" to the minimum. The promulgation of tentative regulations concerning the regional balancing of production and marketing of coal and its reasonable transport in 1953 incorporates this measure.[39] The country is divided into thirteen coal producing areas, comprising

38. Kung-jen Jih-pao [Worker's Daily], Peking, Dec. 19, 1952.

39. China Weekly, Hong Kong, Jan. 10, 1955, pp. 24-25.

1:Stanford U. S-4, 5 1956 AF16 SW China AF16
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497 45 state-operated and joint state-operated and joint state-and-private coal mines. The distribution, supply, and transport of coal are completely under government control. The direction of flow and the regions in which coal is to be marketed are fixed for each mine in order to avoid waste of transportation facilities.[40]

E. Railway Rates

The Chinese Communists re-classified railway freight into thirty classes instead of the five existing prior to their conquest of the Mainland. Railway rates have been adjusted five times. The most recent readjustment of rates was announced in June 1955, when the general level of freight rates was lowered.[41] Items related directly or indirectly to production cost less to ship; those meant for domestic consumption are shipped at higher rates. The rates assigned to the former were usually borne by state industrial enterprises while those assigned to the latter were paid by consumers.[42]

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40. Ibid., p. 25.
41. Ibid., Aug. 8, 1955, p. 13.
42. Ibid.

1:Stanford U. S-4, 5 1956 AF16 SW China AF16

497 Passenger rates were increased from 20 to 30 per cent. Higher rates were charged for exceedingly long or exceedingly short hauls of certain commodities in order to eliminate unnecessary use of transportation facilities.[43]

II. HIGHWAY ROUTES

491 The exact mileage of the highway network in the Southwest region is difficult to determine. The figures given in provincial reports do not agree with those given in the national report. No distinction is made between provincial roads and couty roads, nor is there any consistency in the various records concerning the completion of new roads or when such road are open or closed to traffic.

In this study, all the major national highways which pass through Southwest China are discussed as are principal provincial or interprovincial highways connecting the important cities and towns of the region. Major national, interprovincial, and provincial highways of the region are shown in Tables 2 and 3.

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43. Ibid., p. 14.

5: Davies G-5 (1894-1900) 1909 AF16 Southwest China AF16

505 Ta-li Fu, the centre of the richest part of Yün-nan (lat. 25° 35′, long. 100° 10′), and see how far they are situated from the nearest navigable river.

Yün-nan Fu is 505 miles from Bhamo, 240 miles from Lao-kai, 355 miles from Pai-sê T'ing, and 398 miles from Sui Fu.

Hsia-kuan is 280 miles from Bhamo, 467 miles from Lao-kai, 575 miles from Pai-sê T'ing, and 618 miles from Sui Fu.

Over these distances it must be remembered everything has to be carried on the backs of animals or men.

Moreover the four places to which navigation is possible by these four different river routes are of themselves quite unimportant. All merchandise from abroad has naturally to come from the sea ports, and the length of time occupied in carriage from the sea ports adds to the inaccessibility of Yün-nan to foreign goods.

505 497 Lao-kai, 1½ days by train from Haiphong is the best off in this respect. Bhamo comes next in point of nearness to the sea, being three days from Rangoon by train and steamer.

Pai-sê T'ing and Sui Fu are both situated at a great distance from the sea and the long up-river journey takes roughly speaking quite a month and a half from Canton and Shanghai respectively.

Taking again the two towns of Yün-nan Fu and Hsia-kuan and measuring the distance roughly in time we find that Yün-nan Fu is 39 to 46 days from Rangoon, 16 days from Haiphong, 67 days from Canton, and 70 days from Shanghai. Hsia-kuan is 24 to 31 days from Rangoon, 28 days from Haiphong, 82 days from Canton, and 85 days from Shanghai.

Here then is a province in which long distances and difficult transport make any large trade at present impossible. It is only by railways that the country can be developed. Unfortunately the same mountains which make the rivers unnavigable and the roads impassable for wheels, also render the construction of railways extremely difficult.